



DEPARTMENT OF THE NAVY

TRAINING SQUADRON THIRTY-ONE (VT-31)
501 BATAAN STREET SUITE B
CORPUS CHRISTI TX 78419-5249

VT31INST 6400.1P
SAFETY

02 JUL 2000

TRAINING SQUADRON THIRTY-ONE INSTRUCTION 6400.1P

Subj: EXCESS FLIGHT HOUR PROGRAM

Ref: (a) COMTRAWINGFOURINST 3710.11H
(b) OPNAVINST 3710.7T

Encl: (1) Excess Flight Time Memorandum

1. Purpose. To establish a squadron Excess Flight Hour Program and delineate procedures for administering this program.

2. Cancellation. VT31INST 6400.1N

3. Policy. VT-31 provides a unique situation where both multi-piloted and single-piloted flights are flown due to the progression of the student's qualifications and skills as outlined in reference (a). When the tempo of operations require personnel to exceed the maximum recommended number of flight hours for single-piloted flights contained in reference (b) for 30, 90, and 365 days, these individuals shall be closely monitored and specifically cleared by the Commanding Officer on the advice of the Flight Surgeon. Furthermore, Operations, Flight Schedules personnel, and CDOs shall ensure that daily and weekly flights that are both single and multi-piloted in nature are not exceeding the flight hour limits set forth in reference (b).

4. Action

a. The Safety Officer, through the NATOPS Officer, is responsible for implementation of the Excess Flight Hour Program and shall:

(1) Monitor the flight hours of command personnel on a weekly basis.

(2) Distribute enclosure (1) to flight personnel who are over the maximum recommended flight time as delineated in reference (b).

b. The Operations Officer, Flight Schedules personnel, and CDOs shall manage daily and weekly flights so as not to schedule pilots in excess of the daily limit of 6.5 hours and seven day

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day limit of 30 hours of flight time, unless multi-piloted in nature as outlined in reference (a).

c. Per reference (a), Student Military Aviator syllabus events through I4390 are considered single-piloted, while syllabus events after I4390 are considered multi-piloted. Instructor Pilots are ultimately responsible for closely monitoring their own flight time and shall ensure a flight surgeon evaluation is completed prior to exceeding recommended flight hour limitations.

d. The NATOPS Officer shall ensure the completed enclosure (1) is filed in the individual's NATOPS Jacket.


J. C. SHIPLEY

Distribution: (VT31INST 5216.1V)
List I

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MEMORANDUM

From: NATOPS Officer, Training Squadron THIRTY-ONE
To:

Subj: COMMANDING OFFICER/FLIGHT SURGEON SCREENING

1. In accordance with OPNAVINST 3710.7T pilots exceeding 30 flight hours in 7 calendar days of single-piloted flights, 65 flight hours in 30 calendar days, 165 hours in 90 calendar days or 595 flight hours in 365 calendar days "shall be closely monitored and specifically cleared by the Commanding Officer (CO) on the advice of the flight surgeon" to continue flying. This signed form clears you to exceed the above flight hour limits for a period of 30 days from the date of the CO's signature.

2. You are hereby directed to obtain Flight Surgeon recommendation and CO authorization prior to exceeding maximum single-piloted flight hours.

NATOPS Officer Date

From: Flight Surgeon, Training Air Wing FOUR
To: NATOPS Officer, Training Squadron THIRTY-ONE
Via: Commanding Officer, Training Squadron THIRTY-ONE

_____ 30hrs (Single- Piloted)/7days

_____ 65hrs/30days

_____ 165hrs/90days

_____ 595hrs/365days

_____ I have examined the individual and certify him/her safe for flight.

_____ I have examined the individual and recommend grounding for a period
of _____ days.

Flight Surgeon Date

FIRST ENDORSEMENT

From: Commanding Officer, Training Squadron THIRTY-ONE
To: NATOPS Officer, Training Squadron THIRTY-ONE

1. Concur / Do not concur with findings of Flight Surgeon. Ensure appropriate action is taken.

CO, VT-31 Date

Original to:
NATOPS Jacket
Copy to:
Individual

Enclosure (1)